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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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BUICK CLUB

3825 S. SECOND ST., SPRINGFIELD, ILLINOIS 62703

PROBLEM #1

Dear Members,

Here it is November 20th and I am just now sending Issue #5 to the printer. This issue was planned, and I wanted to, publish this in the last week in October so we could publish #6 in the last week in November. I sincerely wanted to stay on schedule thru the end of the year. This meant an issue every month thru February. You know how I have talked about the mail being slow during the summer?? Well...It never has picked up since summer. I have been stalling, and making excuses, hoping you would start sending in something for me to print. I don't mind putting my time into the publishing, but without your help I can't do much...We have about six members that help me every month and about three hundred that "Read Only"..Come On Guys....Send me some Stories, Pictures, Technical Information, Parts Sources or at least a good story about your neighbors wife or husband, that we can all share. This is my Final Plea for help...If the mail does not start to increase I will be forced to discontinue the Club at the end of this year. We all have a lot invested in getting this Club started, so lets don't drop the ball now.. SEND ME ANYTHING ABOUT OUR CARS...Everyone thinks their stories would not interest the other members, but they do...It's nice to just hear from other people that share the same interests.

PROBLEM #2

Address Changes....

About three members per month will move and at least one will fail to notify me about the move. Thats O.K. if you are on the "First Class Postage", but if you are on the "Bulk Rate" here's what happens when I don't know about the move; #1 The Post office Tears off the cover of the Newsletter and throws the rest in the garbage. #2 they find your correct address and write it on the torn off cover and returns it to me and charges me 25¢. Since Bulk Mailings must go out in large quantities only, I have to send you another Newsletter First Class for 60¢. Now Add this up for expences...

First Newsletter thrown away....	\$1.25	Appr.
Bulk Postage	25¢	
Second Newsletter	\$1.25	Appr.
Postage	60¢	
Return Fee on Bulk	25¢	
	<hr/>	
	\$3.60	

Now you have paid, thru your membership fee, the first \$1.50 so this deal costs the Club Members an additional \$2.10 everytime this happens and this is only about the cost as some Newsletter run as high as \$1.80 each depending on their content. So Please..If you move, notify me immediately, If you are on the Bulk Rate Postage. If you are on First Class they should forward it to you so you will be reminded to notify me.

PROBLEM #3

We are hardly getting anyone to send in lists for Parts for Sale anymore. PLEASE..I know a lot of you have extra parts that you can sell. All it takes is five minutes to list them and send it to me. Please Add prices and fair descriptions too..This is one of the best parts of this Club is the "PARTS FOR SALE" section! The Club has saved all of us a lot of grief finding those hard to find parts. So Please lets all pitch in and give the Club a boost. You would be surprised at the kinds of parts people need..so send a list of anything you have that is for our 37/38 Buicks....A lot of large, un-shippable, items might be sold to someone that lives near you, if they only knew you had them..

Thats all the Bitchin for now...See Ya, Dave



BUICK CLUB

3825 SOUTH SECOND STREET...SPRINGFIELD, ILLINOIS 62703

BUICK CLUB RULES & REGULATIONS 1983 EFFECTIVE 1-1-83

POLICYS

A INDIVIDUAL MEMBERSHIPS

You must be the proud owner of any model 37/38 Buick or in the pursuit of..

You must understand that the sole purpose of this Club is to preserve and to maintain these fine cars.

You must participate in some form during the course of your membership.

You must treat your fellow members as "Hobbiest" rather than use the Club For Profit.

CLUB POLICY....

All members are entitled to "Free" Advertising to fellow members with exception of "Commercial Vendors" who must pay Commercial Rates.

The Editor reserves the right to refuse Advertising to any Commercial Vendor that engages in Un-Ethical Practices or Advertises Goods that are not up to Claims.

B NON-MEMBER ADVERTISING

Non-Members will be allowed Advertising Free for the purposes of Selling Parts or Cars that are 37/38 Buicks.

C NEW POLICYS 1983

The Newsletter will be published Nine times per year instead of twelve. It will be Bi-Monthly thru the six months of summer

Volume #1 Issue #10 will be the final issue for 1982.

The above changes were voted on by the majority of the members to be effective February 1, 1983.

D DUES & POSTAGE RATES

Annual Dues, United States, Bulk Rate Postage.....\$20.00

Annual Dues, United States, First Class Postage...\$26.00

Annual Dues, Canada, First Class Only.....\$26.00

Annual Dues Foreign Countries, First Class Air....\$45.00

Fiscal Year of Club..February 1 thru End of January

All Memberships expire on January 30 each year.

Membership Fees will not be prorated at any time.....

E COMMERCIAL ADVERTISING RATES

Full Page...\$35.00 Half Page...\$20.00 Quarter Page....\$10.00 Business Card...\$7.50



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

NATIONAL REPORT...INDIANAPOLIS, INDIANA 1983...

This our First Annual National meet was a great learning experience for all of us. Thanks to Doug Becker and John Steed the meet went very smoothly. We were all dis-appointed at the attendance from the members although we had a great time. We have talked about next years event and discussed the reasons for the low attendance this year. John Steed has written a letter to the operators of the Cedar Point Lodge in Sandusky Ohio for information on holding our second meet there next year. We believe with more advance advertising and this beautiful location that everyone with-in a reasonable distance will attend next year. We have over 200 members that could attend if they plan ahead and thats our goal for '84. Please watch the coming issues for more information on next years National Meet...AND PLEASE PLAN TO ATTEND...If you have any ideas, of any kind, PLEASE write me so we can discuss them and finalize our plans. Since I have received only limited pictures to publish there are some of this years winners that I don't have pictures of. Maybe next month we can run their picture. Below is the list of winners at this years National Show....

Best of Show	Dave Lewis #237	1937 Series 41
1st Place 1937	Curt Schlueter #95	1937 Series 41
2ed Place 1937	John Steed #132	1937 Series 66C
3rd Place 1937	Maurice Renie #413	1937 Series 47
1st Place 1938	Don Marshall #73	1938 Series 46S
2ed Place 1938	Don Gust #43	1938 Series 66 S
3rd Place 1938	Harvey Moorhead #31	1938 Series 41

ADDITIONAL AWARDS....

Farthest Driven East...Don Marshall #73....West Mifflin, PA. (trailerred)

Farthest Driven West...Bernard Jacobson #1..Rockford, Illinois

Special Award Given to Dave Lewis in Appreciation for Forming 37/38 Buick Club and Newsletter. Thanks to all of you for your Support..

PICTURES ON THE FOLLOWING
PAGES....



Paul



PROUD 1937 OWNERS

BEST OF SHOW..DAVE LEWIS' 1937 BUICK SERIES 41



FIRST PLACE 1937 BUICKS..CURT SCHLUTER'S 1937 BUICK SERIES 41



PHOTOS ON FOLLOWING PAGES THANKS TO JAMES GEORGE #23 & DAVID BYLSMA #117..THANKS GUYS!

1937 Buick 1938

A MEMBER SUPPORTED
NATIONAL BUICK CLUB

PROUD 1938 OWNERS

FIRST PLACE 1938 BUICKS..DON MARSHALL'S 1938 BUICK SERIES 46S



ALSO RECEIVED AWARD FOR FARTHEST DISTANCE TO SHOW
FROM THE EAST...WEST MIFFLIN, PA

SECOND PLACE 1938 BUICKS..DON GUST'S 1938 66S CENTURY COUPE



1937 Buick 1938

A MEMBER SUPPORTED
NATIONAL BUICK CLUB

PROUD 1938 OWNERS

THIRD PLACE 1938 BUICKS...HARVEY MOORHEAD'S 1938 BUICK SERIES 41



BERNARD JACOBSON'S 1938 BUICK 46S COUPE..FARTHEST DRIVEN WEST..ROCKFORD, ILLINOIS
(OUR FIRST MEMBER..#1..)



I'm Sorry we did not receive pictures of the other winners, but maybe next month...

Support Our ADVERTISERS

BILL HIRSCH CO. 1937-1938 Parts. . .

- **Engine Paint** We carry a Full Line of Engine Enamels. Dark Green, High Gloss For 1937 and 1938 Buicks..... \$13.50 Qt.
- **Hub Caps** We handle the finest 1937 and 1938 Buick Hub Caps. These are the Highest Quality Available..... \$60.00 Ea.
- **Paints** High Quality, High Gloss Pure Nitrocellulose Lacquer, As the Original Buicks were Painted. All Colors Available. \$37 to \$44 Gal.
- **Trim Rings** We Handle one of the Finest 16" Wheel Trim Rings. High Quality SHOW CHROME, Satisfaction Guaranteed..... \$35.00 Ea.
- **Gas Tank Sealer** This Product is used to Seal the inside of Fuel Tanks after they are Boiled Out. Protects Inner Lining..... \$11.00 Qt.
- **Leathers** We handle the Finest Grade Leathers Available. Please send a Sample of your needs for price Quotes.....
- **Upholstery** We also handle a complete line of Convertable Top and Interior Upholstery and Carpets. Call for Samples & Quotes.....



You Can Charge It. . . .

MEMBER #126



PHONE 201-642-2404

396 Littleton Ave Newark N.J. 07103-

1983

MEMBERSHIP

APPLICATION

1983

NAME _____
 ADDRESS _____
 CITY _____
 STATE _____ ZIP CODE _____
 HOME PHONE (A/C) _____
 OFFICE PHONE (A/C) _____
 RENEWAL _____ CLUB NUMBER _____
 NEW MEMBERSHIP _____

EXACT MODEL BUICK _____ BE SPECIFIC..

YEAR BUICK _____

COLOR _____

CONDITION RATING _____ SCALE FROM ONE TO TEN, TEN IS LIKE NEW AND ONE IS A PARTS CAR.

HOW LONG HAVE YOU OWNED YOUR BUICK _____

DUES FOR 1983.....

BULK RATE POSTAGE.....\$20.00 per year
 FIRST CLASS POSTAGE.....\$26.00 per year
 CANADA, FIRST CLASS.....\$26.00 per year
 FOREIGN COUNTRIES,
 FIRST CLASS ATR ONLY...\$45.00 per year



A MEMBER SUPPORTED
 NATIONAL BUICK CLUB

3825 S. SECOND ST., SPRINGFIELD, ILLINOIS 62703

MEMBER CARS

Hi Dave,

I was very pleased to meet you in Indianapolis. Hope all the other members have the opportunity to do the same some day.

I am sending you a couple of photos of my '37 Special 44. You may call it a progress report because it represents 2½ years of spare minutes, and I'm still not finished, but it's narrowing down. Only upholstery, steering wheel, front mat and a few odds & ends to go. It should be ready for Cedar Point next year. Dave, If I told my friends what I had invested in this car, they would put me on a "Funny Farm", but as my very understanding wife says, "What love hath man, when he will lay down his beer money for a '37 Buick".

Thanks for approving my pin stripe method, if I had known you were going to publish it in the Newsletter I would have made it more informative as I am a Design Draftsman by trade.

Al Kindberg #337

Dear Al,

Thanks for your letter and the photos of your car. It's a Beauty and well worth giving up a few Beers for. As to your comment about running a picture of me & my family (I deleted it from you letter above) I don't want to scare anyone away by showing my face any more than I have too. That does not include my beautiful wife and son so I'll run their picture later. As to Next Years National at Cedar Point..I will address that in this Newsletter so all will know what were talking about.

Thanks Al, Dave

AL KINDBERGS 1937 SERIES 44 Two Door Sedan....



PARTS FOR SALE

Below is a fantastic Listing of Parts...
Why don't some of the other members join Don and help the members find that last hard to find part....

Dave...

(From Last Column)

37 Rear License Lens \$15
37 Taillight Assemblies \$10 pr.
37 Bumper Guards \$10 to \$20 ea.
37 Hood Side Louvers \$30 ea.
37 Hood Ornaments \$10 to \$25 ea.
37 Door Handles, In & Out \$4 to \$10 ea.
37 Clocks \$10 to \$20
37 Radio, non-working \$110
37 Radio, for parts \$45
37 Dash Gauges \$10 ea.
37 N.O.S. Heat Gauge \$50
37 Used Heat Gauges \$40
37 Chrome Vent Windows \$15 to \$30 ea.
37/40 ser. Hood Hinge Strip \$40
37/40 Ser Spark Plug Cover \$35
37 Hood, Belt & Headlight Stainless \$20-\$35 ea.
37 Steering Wheel, Plastic Cracked \$55
37 Horn Button Assembly \$15
37 Century Wheels, Sandblasted \$40 ea.
37 Grills \$75 ea.
37 Center Grill Stainless \$15 to \$60
37 Parking Lights, Complete \$150 pr.
37 Park Light Chrome only \$20 to \$35 ea.
37 Hub Caps, Very Good, \$30 ea.
37 Radio Grills, Very Good \$10 ea.
37 Long Battery Cables, N.O.S. \$20 ea.
37/38 Frt. & Rear Fenders, \$40 to \$90 ea.
37/38 Radiators, 40 ser. \$60 ea.
37/38 Exhaust Man., 40 ser \$60 ea.
37/38 Window Regulators \$15 ea.
37/38 40 ser Air Cleaners \$25
37/38 Engine Parts, Negotiable
37/38 16" Trim Rings, Wheels \$8 to \$20 ea.
37/38 Accessory Radio Speaker Housing \$25
37/38 Sidemount Hardware & Wells, 80 ser \$400
37/38 Sidemount Hold down Cup, 80 ser \$25
37/38 Rear Vent Window Frames \$10 to \$25
37/38 Trunk Hinges, Repos, New \$20 pr
37/38 Sidemount Covers \$60 to \$200 set
38 Steering Wheel, Almost N.O.S. (Found in Body Shop) \$220.00 (original sale fell through)
38 Heater & Defroster, Harrison #59, Nds.Repair, \$35.00 as is.

38 Hubcaps \$5 to \$35 ea.
38 Center Grill Stainless \$20 to \$100
38 Hood Louvers \$20 to \$30 ea.
38 Hood Ornaments \$10 to \$25 ea.
38 Radio Grills, Very Good \$20 to \$30 ea.
38 Trunk Handles, New Repo, With Key \$20
38 Coupe Trunk Hndl. Bezel, rechromed \$35
38 Clocks \$10 to \$30
38 Bumper Guards \$20 ea
38 Cigar Lighter \$25

Many, Many more 37/38 Buick Parts.....
Packaging, Insurance and shipping are additional. S.A.S.E. ONLY FOR REPLYs....

WANTED: 1938 Rear Bumper Fold Down Bumper Guard. Will Trade 37 Fold Down Guard in Excellent Condition...

Don Gust #43
Rt. #1, Box 161
Beecher, Illinois 60401
312-946-2856

Wanted: For 1937 Series 46S.....

Master Parts Book, Chassis & Body
Color Chip Chart
Upholstery Swatches
Sales Literature
Radiator
Entire Seat Assembly
Sidemount Wheel Covers
All Interior Upholstered Panels, including the jump seats.
Tail & Parking Light Lenses

FOR SALE OR TRADE FOR ABOVE...

Many Series 46S and 47 pieces, All 1937
Basic 248 Block, rusted
Head with Rocker Assembly & some bent val
Transmission
Entire R/E with drums
Instrument panel with heat gauge

(Next Column)

(Next Page) GARY McFARLAND #415

TOO LATE TO CLASSIFY

FROM LAST PAGE, PARTS FOR SALE...

GARY McFARLAND AD...

Non-Welld Fenders
Hood with no trim
Interior Metal Trim
Lots of Miscellaneous parts....

Prices not listed, but they will be low to Club Members due to my quite reasonable investment. I'll answer all inquiries and will send pictures of individual items for \$1.00 to cover cost. I'd like to trade to complete my 46S...

Gary McFarland #415
8200 Lichen Dr.
Citrus Heights, CA 95610
916-722-8066

PARTS WANTED: Model 66C Convertible
Top Bows for 1938 Buick Century Coupe..
Most GM Cars will fit such as Pontiac,
Olds & Buick.
Good Horn Ring for 37/38 Buick

Joe Giordano #333
131 N. Stewart Rd.
Liberty, Mo 64068
816-781-5570

PARTS WANTED; 1938 Roadmaster, Ser 81.
Front Bumper
1-16" Wheel (With Good Hub Cap Tabs)
First & Reverse Gear or Good Trans at
a decent Price...
1-Outside Door Handle.

Eddie Ovadek #27
84-06 94 St.
Woodhaven, N.Y. 11421
212-441-2035

Parts Wanted: 1938 Buick Series 40
4-Hubcaps
38 Hood Ornament
FOR SALE OR TRADE FOR PARTS ABOVE..
37/38 Bows for Headliner \$40
37/38 Rocker Arms, less shaft \$15
Rolland McKenzie #335
3320 Scatterfield Rd
Anderson, Ind 46013

CAR WANTED.....

1938 Buick Century Series 60, Four Door
Convertible or Rumble Seat Coupe in Exce-
llent condition. Original or quality restor-
ation. Might be interested in near finished
restoration on a goog car....

Ed Hagarty
400 West Gertrude Ave.
Richmond, CA 94801
415-232-0197 (10 to 12 noon)

CAR WANTED:.....

1937 BUICK MODEL 64 IN RESTORABLE CONDITION.

Lee Hopkins #13
P.O. BOX 246
BUHL, IDAHO 83316-0246

PARTS FOR SALE.....

1937 and 1938 CENTER EXHAUST MANIFOLD FOR
LARGE ENGINE. This is a quality Reproduction
part that is almost impossible to find that
is not broken. Limited Quantities Available.
Price: \$160.00 plus Shipping
Satisfaction guaranteed or Money back...

E.A. DePOULI #310
119 Hardenburgh Ave.
Demarest, N.J. 07627

PARTS WANTED: I will buy any and all N.O.S.
Parts for 1937 and 1938 Buicks. Any quantities
you have will be considered. Need Mechanical
and Trim Parts for several cars undergoing
ground up restorations. N.O.S. PARTS ONLY...
Will Buy N.O.R.S. Front Suspension parts....

DAVE LEWIS RESTORATIONS
3825 SOUTH SECOND STREET
SPRINGFIELD, ILL 62703
217-529-5290 Anytime....

PARTS FOR SALE



Nice rebuilt AA-1 Carb with choke, Fits
1937 Series 40.....\$75.00

William Bob Pipkin #76
2516 62nd S.E.
Salem, OR 97301

-
- 37 Trunk Lid, Ser 41, Sandblasted \$50
 - 37 Front Drs. Model 41, Sandblasted \$75 set
 - 37 Trunk Lid Hold open Hindge \$5
 - 37 Floor Board Trans Cover, 40 ser, \$5
 - 37 Emergency Brk Hndl \$5
 - 38 Century R/S Engine Splash Pan \$15
 - 38 Century Trans Flr. Brd Cover \$5
 - 38 Licence Plate Light Lens & Cover (2) \$5
 - 38 R/S Tail Light, Less Lens \$10
 - 38 Spare Tire Hold Dwn Brkt \$5
 - 38 Glove Box Door \$5
 - 38 Firewall Vent \$5
 - 38 Emergency Brake Hndl. \$5
 - 38 Rear Gravel Guard \$10
 - 38 Special Running board Mldg. (1) \$20
 - 38 40/60 R/B Brackets \$25 set
 - 38 Front Bumper, 40/60 \$40
 - 38 Rear Bumper 40/60 \$40
 - 38 Brk/Clutch Pedal. 60 ser., Clean & Bushings \$25
 - 38 Rear Bumper Brkts. 40/60 Ser \$20 set
 - 38 Dome Light & Lens \$10
 - 38 Dome Lens only \$5
 - 38 Dash Ash Trays \$10 set
 - 38 Limited Hood Sides, Less Louvers \$30 set
 - 38 Century Hood Side Panels \$45 set
 - 38 Front Nose Assembly, 60 ser. \$45
 - 37/38 16" Beauty Rings, \$8 ea.
 - 38 Caps for Radio Holes \$8 set
 - 38 Switch with key \$10
 - 38 Park Light Base only \$2
 - 38 R/S Tail Light Base only \$2
 - 38 Ring that holds Horn Button in. \$5
 - 38 Bumper Guard \$15

David Bylsma
7895 Huguenot Court
Severn, MD. 21144

All Prices, Plus Shipping

1937 Buick Series 81 Roadmaster For Parts..

Rust Free Doors, \$150 ea.
Hood, Complete \$150
Trunk Lid, Good \$75
Wheels \$35 ea.
Transmission \$150.00

(Next Column)

1937 Buick Series 81 Parts Car...

Good Running Motor, Complete \$350.00
Seats, Need Upholstery \$75 ea.
Front Bumper, need chrome \$35
Rear Bumper, Needs Chrm & Slight Straight \$2
Rear Fenders, no rust \$75 ea.
Rear Foot Rest, Nice \$25
Rear End, Set up Open Drive Shaft \$150
Body Sections upon request, Good Dog Legs...
Instrument Panel Gauges \$10 ea.
Temperature Gauge \$20
Speedometer \$20
Brake Drums \$20 ea.
Many more Parts too numerous to mention. The car is really too good to part out, but I purchased it only for the Sidemount set-up a have no time to restore it. Nice Rust Free solid Roadmaster...

Dave Lewis Restorations
3825 South Second Street
Springfield, Ill. 62703
217-529-5290 Anytime

One pair of Rebuildable Front Shocks for 37 Series 40...\$80.00 for pair, I pay Shipping. Or best offer and we agree on who pays shipping.

One Trunk Ornament/Licence Plate Bracket and Light for 37 Model 41 (no Lens)...\$25.00, I pay Shipping, or best offer & we discuss who pays shipping.

Butch Eichelberger #329
1369 S. Desert Crest Dr.
Tucson, Arizona 85713
602-624-0635

COME ON GUYS....I CAN ONLY PRINT WHAT YOU SEND ME....WE NEED MORE LISTINGS NOW.....

TOO LATE TO CLASSIFY

PARTS FOR SALE...

1938 Centerline Radio..\$75
1937-60 series..Sidemounts and all
Hardware, Complete..\$700, or will trade
for 1938-60 Sidemounts
1938-40 Series Center Hood Hinge, Stain-
less Good..\$40
1937-60 Series Coupe Trunk Supports \$10 ea.

Al McMichael #319
424 Temple Ct.
Woodbury Hts., N.J. 08097
609-845-1631

PARTS WANTED...

For 1937 Century Convertible Coupe..

Interior Sunvisors
Rumble Seat Step..Bracket Only
Spark Plug Cover
Rocker Panels
Front License Plate Bracket

John Steed #132
6274 Bluff Acres Dr.
Greenwood, IND 46142
317-888-0876

PARTS WANTED..1937 Series 41

Radio For Parts.., On-Off Must Work
Accessory Centerline Dual Speaker
Parking Lights Complete
Locks For Sidemounts
Genuine 37 Spotlight
Original Tool Kit for Trunk

Robert Alderisio #157
21 Denver Dr.
New City, N.Y. 10956
914-634-1829

PARTS WANTED..1937 Century Series 61..

2-15" Wheels
Water Pump
Radio & Chrome Dash Grill
R/S Engine Splash Pan
Back Seat Ash Tray
Map Light Complete
2-Headlight Parts To Convert Back to
the original set-up from Sealbeams,
need everything....

(FROM LAST COLUMN)

PARTS WANTED 1937 Century Series 61 ...

Instrument Light Switch...

Chuck VanKoten #388
795 Skyway, Suite #107
San Carlos, CA 94070
415-595-1300

PARTS WANTED.....

1938-60 Pistons- .020 to .030 over
1938-60 Rings to fit same
1938-60 Main Bearings, Standard to .020
1949-1950 Rod Bearings Standard to .020
1938-60 Lower Control Arm Inner Shafts & Bu-
ings.
1938 Transmission Seals & Bearings & Gasket
1938 Deluxe Heater Assembly
1942-1952 Timing Chain Cover, large motor

Al McMichael #319
424 Temple Ct.
Woodbury Hts., N.J. 08097
609-845-1631

PARTS WANTED...1937 Series 41

N.O.S. Trunk Lid
N.O.S. Parking Light (1), have one now...
Tool Kit for Trunk
Mint Owners Manual, original only....
N.O.S. Hood Ornament
Any N.O.S. Door Handles, in or out...
Oil Bath Air Cleaner, 40 series
38 Choke, used & N.O.S. Switch for same
N.O.S. Rear Gravel Deflector
80 Series Sidemount Lock Cups (2)
Sidemount Locks (2) Keys not Important
Sidemount Script, Mint (2)
37 N.O.S. Speedometer

Dave Lewis #237
3825 South Second Street
Springfield, Illinois 62703
217-529-5290 Anytime

CARS FOR SALE

CAR FOR SALE..1937 BUICK SERIES 46C..Rumble Seat CONVERTABLE COUPE...SIDEMOUNTS

This Car is a ground-up restoration from California. No Rust & I have the Title from California. Car is in excellent condition and everything works. Price..\$19,500.00

Bill Wolf
30159 High Valley
Farmington Hills, MICHIGAN 48018

PHONE...313-661-5444..HOME
OR
313-579-2700..WORK





A MEMBER SUPPORTED
NATIONAL BUICK CLUB

CARS FOR SALE

1937 BUICK MODEL 47... 56,000 Actual Miles with it's Original Taupe Mohair Interior. New Items; Lynn Steel Rubber, Glass, Wiring Harness, Denmans, Deep Maroon Repaint & New Chrome. B.C.A. National Winner. Super Reliable and always driven to meets. Price is \$9,100.00 or best offer. Includes Extra Engine, many spare parts, Literature and Car Cover.



CONTACT....Ken Liska, (OHIO) 216-331-5393 After 6:00 P.M. EST.....

1938 BUICK SERIES 41...FOR SALE

Special Series 41 4-Door Touring Sedan. Complete Car with Radio, Heater, Etc., Car Sand Blasted and in Primer, Runs Good...\$2,800.00

DON GUST #43
Rt 1, Box 161
Beecher, Ill 60401
312-946-2856 Evenings



CARS FOR SALE

AN UNUSUAL CAR FOR SALE...1938 BUICK CUSTOM BODY 90L..

This Car was formerly owned by Mayor Laguardia of New York. Believed to be a "Brewster" Body The Body is all Aluminum so there is no rust. It has the usual 7 passenger seating, with jump seats like any 90 L and also the Divider Window between passenger and chauffer. It came with a sun roof which was a first for Buick and we understand it became an option the following year. It does not have a radio as the mayor wanted a telephone put in the place the radio was. It has flag holders on the front and a special place made for them to store them under the front seats. The upholstery is original and in good condition. The car has the original licience plates that were on the car when it was new. It also comes with the mayors cigarette case which also has a slot in the back seat to accommodate it. The mileage is around 18,000 miles. Price....\$12,500.00...Contact; Ray Lawson, 251 Nottingham Drive, Troy, MI., Evenings Phone..313-879-7327



CARS FOR SALE

1938 46S SPECIAL COUPE..

This car would be good to restore or make a street rod. Has a 1938 Special Convertible Frame professionally converted to Oldsmobile Open Drive Line. I have Body, Hood, Grills, Door Deck Lid, Jump Seats, Runningboards, Etc. Etc.. No engine, Trans or front seat. Could be restored or nice start for a street rod. Sell all for \$400.00 or part out...

William Bob Pipkin #76
2516 62ed S.E.
Salem, OR. 97301

1937 BUICK SPECIAL MODEL 41..

Recent Engine overhaul, Rebuilt Fuel Pump, Generator, Carburetor, Water Pump and Radiator. New Glass, Re-Chromed Bumpers. Good Solid Body with three year old paint. Fair useable interior. PRICE...\$4,900.00 or best offer.

George Peska #68
2010 Prairie Ave
Downers Grove, Ill 60515
312-964-1613

TECHNICAL TIPS

Technical Tip Courtesy of Don Huff #261

I have been trying for a long time to find a new mercury switch for the light in my glove box. I even bought other switches (used) and they too would not work when I lowered the glove box door. Since I bought my car new, it was always a pleasure to have this little light while looking for things in the glove box. Recently while at a Buick Garage the mechanic told me if I found some Mercury he would take the switch apart and replace it. Well after looking I could not find any mercury so we decided to take the switch apart anyway and to our surprise, the switch has three BB's instead of mercury inside. We simply cleaned the three BB's and inside their case and now the light works as it was new. I just thought I would share this in case some of the other members were having the same problem.

Dear Don,

Thanks for the tip..I wish more of the members would share these small tips with us as you have. These little bits of information can save us all a lot of trouble (and money). PLEASE MEMBERS...sit down and send me some technical tips to publish next month....

Dave

When Only the BEST Will Do

USE

STEELE

Quality Reproduction Rubber Parts



C-66

1935-39 Seal, door bottom, held by metal track or by clips. (See C-391 for clips.) 2-door styles need about 3-1/2' per door. 4-door styles need about 5' per side. All models.
C-66 \$ 3.00/ft.



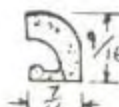
C-391

1935-39 Clip, door bottom weatherstrip retaining, for our C-66 lower door w'strip, to fit 1/4" holes. #4074821. As req'd.
C-391 \$.25/ea.
Doors usually require one clip per every 6". Estimate needs accordingly.



C-229

1936-37 Weather seal, front door upper hinge, steel core as orig., #4086759. Good copy.
1936: A11
1937: Ser. 80 & 90 exc. conv't.
C-229 \$ 20.00/pr.



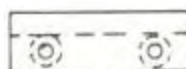
C-411

1937-38 Weatherstrip, door opening, sides & top, #4074312, #4074314. Full profile of superior grade sponge, made for use of clips, type C-303. Compare with C-80.
C-411 \$ 2.25/ft.



C-303

1937-38 Metal clip for attaching door edge weatherstrips C-80 & C-411. For 1/4" holes. #4076045.
C-303 \$.25/ea.
Doors usually require 1 clip per every 6". Estimate needs accordingly.



C-383



1937-38 Weatherstrip, hinge post at instrument panel, #4074396. Steel inserts at holes.
1937: Styles 4467, 4667
1938: Ser. 40 & 60 conv'ts
C-383 \$ 20.00/pr.

WINDSHIELD CHANNELS

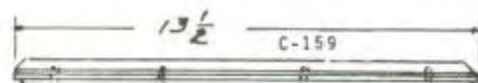
B-250	1937-38	Ser. 40 & 60 except convertible (Non-reveal molding jobs)
C-601	1937-38	Ser. 40 & 60 Convertibles (Non-reveal molding jobs)

\$ 44.00/ea. Order
C-159 gasket separately.
\$ 40.00/ea. Order
C-159 gasket separately.

BUICK MOTOR DIVISION
GENERAL MOTORS CORPORATION
FLINT, MICH.

1941 MOD. 41
STYLE NO 41-44-09
BODY NO 5524
TRIM NO 906
PAINT NO 563
TOP ACC.
BODY BY FISHER

MODEL SERIES
BODY TYPE
MODEL SERIES
BODY TYPE
MODEL YEAR
FACTORY ID.
TRIM DESIGN
COLOR COMB



1937-38 Gasket, windshield division post, inner & outer, also acts as retainer for outer division bar chrome molding. Steel core, threaded as original for screws. Many models.
C-159 \$ 25.00/ea.

BACK GLASS CHANNELS

C-579	1937	Ser. 80 & 90 exc. conv't. (Non-reveal mldg. jobs)	Ser. 80 & 90 exc. conv't. (Non-reveal mldg. jobs)	\$ 39.00/ea.
B-206	1937	Models 48,41,46S,46,64,68, 61,66S	Styles 4411,19,27,27B; 4601,11,19,27	\$ 44.00/pr.
	1938	Models 48,41,46S,68,61,66S (Non-reveal mldg. jobs)	Styles 4411,19,27,27B; 4611,19,27	



TO ORDER: 1st quantity, part number, and price, include 10% for packaging and shipping (NC residents also include 3% state sales tax), and mail with remittance to LYNN H. STEELE, Dept. 37-38, Route 1, Box 71W, Denver, North Carolina, 28037, (704) 483-9343.
Orders accepted on a prepaid, Cash C.O.D., or Visa/MasterCard charge basis. 1983 catalogs covering Buick or nearly any other American make, except Ford, c. 1925-62, available for \$1.00 per car make. NOTE: Olds and Pontiac covered in one catalog, as are all Chrysler Products.



TECHNICAL TIPS

Technical Tip Submitted by John Steed #132

If any of you are looking for the Rumble Seat Step I found a man at Hershey that had them reproduced. He has a very few left and only made the step and not the bracket. His Name is Jim Sutcliffe, 8812 Hannan, Wayne, Michigan 48184

ATTENTION:

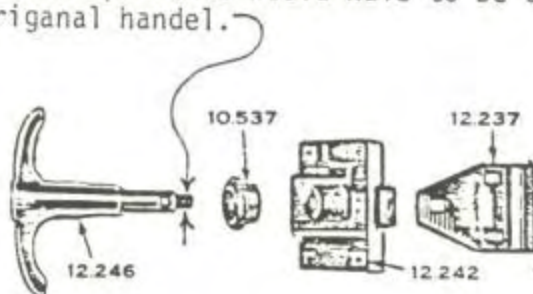
"1937 & 38 BUICK CONVERTABLE COUPE OWNERS"

Have you been looking for a latch for your rumble seat lid? Well I have been and just recently I ran across one. A company called Bobs Automobilia has a reproduction latch listed as a 1929 - 35 Buick coupe latch assembly #4170052.....\$45.00 His address is

Bob's Automobilia -Rd. 2 , Box 137
Annandale , NJ. 08801
Phone (201) 236-2403

There is only one thing different about the latch than the original . The hole that the handel go's into is a little too small so you will have to turn the tip of your handel down about .010 of an inch.

This is the spot that would have to be altered on your original handel.



1929-'36 Rear Deck Lid Locking Parts

1929-'35 BUICK Coupe Latch Assembly 12.242 Sport, Conv., Special & Deluxe Coupes.

#4170052\$45.00

10.537, 1929-'36 Buick Door & Deck Lid Handle Ferrule with Rubber Grommet.....\$5.00

12.237 1929-'35 Striker Plate for 12.242 Coupe Applications.

#4230003\$9.00

#12.246 Chrome Handle w/Keys (replacement) for above Latch Applications.....\$45.00

If you have any questions please call me at (301) 551-3189 or drop me a line at David A. Bylsma 7895 Huguenot Court Severn , Maryland 21144 .

NEWS ITEMS.....

Second Annual National 37/38 Buick Show....

John Steed & Doug Becker have again volunteered to help organize our second show. John is gathering information and suggestions now. Please contact John on any ideas you might have on this project.

John Steed #132...6274 Bluff Acres Dr..Greenwood, IND. 46142..317-888-0876...

We are considering Sandusky, Ohio in August 84..What do you all think...???

Dash Plaques...

Since we made more plaques than we needed this year there are a few left over that will be sold on a first come, first serve basis. They Are brass with our Club Logo in Red, Blue and Black. Since you did not attend Indy you might want to cut out the Emblem from the plaque as it makes a real nice Grill Emblem. The cost per plaque is \$1.50 P.P. Send your orders to the Club Office. Limited Quantities available....

Decals of the Club Logo...

Somebody please help...Two members have tried, but no one seems to get the job done. I have professional Art Work available to anyone who thinks they can get them made. Please contact the Club Office for the Art Work if you think you can help.

Reproduction Projects..

There are several items that a lot of people would like to have for our cars, but no one ever seems willing to reproduce. For example...Hood Ornaments..Sidemount Script...Side-Mount Locks...Rear Trunk Mats...All the Clips to hold Wireing and Fuel/Vacume Lines.... and so on. Does anyone out there know of any companys that we could approach to do these projects without spending \$10,000 for tooling up front??? We have plenty of customers, but no one can afford to put all the front money in the pot. ANY ONE OUT THERE ??

Radios...Centerline type...I receive about two requests per day from people looking for an original radio for their 37 or 38 Buick. There seems to be an abundance of Non-Working Radios, but very few that work and if they do, they are expensive. The average costs to restore a radio is around \$250.00 plus the cost of the original Radio, which seems to be about \$75.00. Now you have, with the new dial and chrome work, about \$375.00 invested for a Radio you rarely play. Wouldn't it be great if we could find a Radio shop that would take our original Dial assembly and converted them to current radios. Possibly an inexpensive transistor or a later model radio that could be found easily and inexpensive. We would end up with a much better radio for a lot less money and no one would know the difference when they looked at our dashes. Does anyone know of any radio shops that would take on the research for this project. They could get a lot of business once they worked out the details on the parts needed. Each person could send their original face and the new radio to the company for conversion. Who knows..Maybe we could have a secret F/M switch hidden away somewhere.. We can buy Voltage Inverters to play the currrent 12 volts off our 6 volt systems. All we-need is someone to conceal the new radio inside the old case. You can buy A/M's very reasonable at the auto salvage yards.

BUICK, Series 40, 60, 80, 90, 1938

Rocker Arm Shaft Assembly, Series 40:

Rocker arms have marker bosses on side toward push rod end. Assemble rocker arms on shaft so that boss faces toward nearest rocker shaft bracket.

Rocker Arm Shaft Assembly, Series 60,

80, 90: Inlet rocker arms have marker boss on side near push rod end. Assemble inlet rocker arms with boss facing toward nearest rocker shaft bracket. Exhaust valve rocker arms are straight and do not have marker bosses.

Rocker Arms Shaft Brackets: Brackets are made of special aluminum alloy and expand considerably with increase in temperature. Design is such that they reduce valve clearance variation as result of changes in engine temperature. Engines may be lifted by hooks inserted under rocker shaft the same as practiced on engines with previous malleable iron brackets.

Oversize Engines: Occasional engines are assembled at the factory that are fitted with .010" oversize pistons. These engines are identified by a dash (—) following the engine number.

Radiator Core Removal: Not necessary to remove radiator shell and grille assembly. Remove top hood section, water pump and fan assembly, and screws holding core in anchor band.

Water Pump Lubrication: First type water pumps having plain bearings are lubricated through oil cup at top of pump body. Recommended lubricant is No. 10W engine oil. Lubricate at 1000 mi. intervals. Heavy oils should not be used as they will not feed through pump bushings and lubricate shaft. Pump packing self-adjusting type. Late type pump assemblies are ball bearing type. Bearing is sealed type and does not require lubrication service.

Cooling System Thermostat: Located in passage of cylinder head water outlet. Thermostat valve starts to open at temperature of from 148° to 153°, and is fully open at 170°.

Fuel Pump Pressure: Pressure taken at carburetor. Series 40, 2 1/3 to 3 1/2 lbs. Series 60, 80, 90, 3 to 4 1/2 lbs.

Clutch Pedal Pressure: On Series 40, pressure required to depress pedal to floor board should not exceed 35 lbs.; on Series 60, 80, 90, pressure should not exceed 28 lbs. Check for dry clutch release linkage in cases of high pedal pressure.

Axle Shafts: Right side axle shaft is 3/4" longer than left side shaft on Series 40 rear axle. Right side shaft of Series 60, 80, 90 is 15/16" longer than left side shaft.

Brake Cylinders: Front and rear wheel brake assembly wheel cylinders are of different bore size. Series 40 and 60 front brake piston size, 1 3/32"; rear brake piston size, 1". Series 80 and 90 front brake piston size, 1 1/4"; rear brake piston size, 1 3/16".

Rear Coil Spring Dimension: To insure proper rear shock absorber action, trim dimension at rear spring should not exceed 14". Measurement should be made from lower spring pad to upper spring pad with car at curb weight with full gasoline tank. Trim dimension in excess of 14" may result in damage to shock absorber on rebound stroke.

Springs on all model cars are interchangeable and in case trim dimension of spring is less than 14", it is recommended that spring from heavier model car be installed. However, in any case trim dimension should not exceed 14" with car at curb weight.

Rear Spring Installation: Rear springs are attached to frame and rear axle by a cup and bolt which anchors the end coils. Upper bolts have right-hand threads, and lower bolts have left-hand threads. Rubberized spacers are used to insulate spring from frame at upper end.

To remove spring from chassis, it is necessary to disconnect lower end of shock absorber from axle bracket, so that rear of car can be raised. With spring distended, wrench can be applied to upper and lower retaining bolts.

To Assemble Propeller Shaft to Axle

Housing: When assembling propeller shaft to third member housing, tap outer race of the roller bearing forward. Outer race should seat against the collar, which locks against the double row ball bearing on Series 80 and 90, and against a shoulder in carrier on Series 40 and 60. This precaution is important, as there is possibility of bearing rollers binding the spacer between roller bearing and pinion teeth.

To Remove Rear Axle: Locate car under hoist. Remove front floor mat and cover over transmission. Raise car high enough for working clearance beneath. Disconnect parking brake at equalizer and remove cable conduit from lower side of torque tube. This is necessary, as otherwise conduit will be bent when torque tube is disconnected from universal ball joint. Disconnect hydraulic brake line at rear end of torque tube rubber hose connection. Disconnect rear shock absorbers at lower end. Disconnect rear radius rod at frame end. Disconnect rear coil springs at lower end. Tie lower end of springs to bumper to hold clear of brake lines, etc. Disconnect front end of torque tube from universal joint. Raise rear of car high enough to clear, and push axle assembly to rear.

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EXACT FIT FOR
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1937 and 1938

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MEMBERS PLEASE NOTE...I RECENTLY SOLD THE REMAINING STOCK OF 37/38 BUICK FRONT FLOOR MATS AND ALL FUTURE RIGHTS TO THEM TO BOB'S AUTOMOBILIA. THERE ARE VERY FEW LEFT AND DO NOT KNOW IF BOB WILL MAKE THEM AGAIN OR NOT. IF YOU ARE IN NEED OF A MAT FOR YOUR BUICK I WOULD SUGGEST YOU CONTACT BOB IN THE VERY NEAR FUTURE AS I WILL NO LONGER HAVE THEM AVAILABLE.

DAVE LEWIS

Handwritten signature of Dave Lewis

BOB'S AUTOMOBILIA IS ONE OF THE MAJOR SUPPLIERS OF TOP QUALITY BUICK PARTS.....

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37 INSTRUMENT PANEL GLASS, SILK SCREEN
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WITH NAILS INBEDDED.....\$8.50 Ft.
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PLASTIC KNOBS AND MUCH MUCH MORE...CATALOG \$2.00..SEND FOR YOURS NOW.

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BACK. PATTERNS AVAILABLE FOR
THE FOLLOWING:

1937-38	2 Dr.	Sedans Model 44, 48, 64, 68	95.00
1937-38	2 Dr.	Coupe, Conv. Model 46, 46C, 46S, 66C, 66S	95.00
1937-38	4 Dr.	Roadmasters	125.00
1937-38	4 Dr.	Sedans, 4 Dr. Conv. Model 40C, 41, 47, 60C, 61, 67	125.00

RAYMOND P. KUEHN
81 GRAHAM AVE.
NORTH HALEDON, N.J. 07508
201-423-1196
SASE

TRANSMISSION

SPLINED SHAFT

The involute teeth of the splined shaft must be smooth and conform to the involute teeth of the part sliding thereon -- and in Series "40" the involute teeth of the sleeve must also conform to the internal teeth of the first and reverse gear.

Sharp edges due to grinding must be removed. This is particularly important where the second speed gear rotates on the shaft - to prevent scoring of gear on shaft.

The shaft must be within the hardness specifications. Particular attention should be given to pilot end upon which the cageless rollers run.

REQUIREMENTS OF CORRECT TRANSMISSION ASSEMBLY

TRANSMISSION CASE

The transmission case must be thoroughly cleaned to remove all chips, core sand and dirt. Particular attention must be given to cleanliness of the complete assembly as dirt will seriously affect the operation of bearings, thrust washers and synchronizing parts.

The main shaft bearing holes and counter-shaft holes must be in the same plane and parallel within .004" in a length of ten inches.

Front face of transmission must be at right angles to the main bearing holes in the case within a run-out of .003" indicator reading on a three inch radius.

The faces on the inside of the transmission case that contact thrust washers - must be finished smooth and free from tool marks.

Selection of parts of transmission assembly must meet the following requirements:-

Parts sliding on the splined shaft and sliding sleeve must be free fitting with minimum back lash.

The detent notches in the shifter shafts must have the edges rounded and be finished smooth to insure good shifting.

Shifter shaft lock spring must conform to weight as specified on the drawing.

1938 FACTORY INFORMATION

TRANSMISSION

The shifter forks must be in correct alignment and their faces smooth to prevent fork noise.

The gear shift lever must be formed in accordance with the drawing, to prevent interference with the instrument board when in reverse or second spread position.

The universal joint ball must be fitted to the end plate so that a pull of 10 pounds, plus or minus 1 pound, on a 5-5/8" arm, will just move the ball in the assembly. This fit is obtained by selection of shims between the end plate and cap and must be made before the assembly of the universal joint cork oil seal. The finish of the ball, end plate and cap must be smooth. Torque ball and inner and outer retainer must be lubricated at assembly with lubricant as specified.

On the "40" Series, the countershaft when assembled in the case, must be pressed into case until the forward face of the lock notch is slightly below the rear face of the case so that the bearing retainer may be tightened against the gasket and prevent oil leak at this point.

All bearings used in the transmission must be kept clean and free from dirt.

OIL LEAKS

In order to reduce oil leakage to a minimum - Enginamel has been specified in sufficient quantity to coat the threaded portion of the transmission case cover screws and rear end plate cap screws. Enginamel should also be used at the front and rear end of the countershaft - at assembly - and on all screws tapped through case or cover.

TRANSMISSION CHECKS - ALL SERIES

TESTING

Each transmission assembly must be tested for:-

Correct synchronization into second and direct speed.

Gear noise in speeds and in neutral.

1938 FACTORY INFORMATION

TRANSMISSION

Shifting into all speeds.

First and second speed slip-out (drive and coast).

LUBRICATION

The transmission should be lubricated with oil as follows:-

G.M.C. 45077, Grade A-9 for Winter.

G.M.C. 4510M, Grade A-200 for Summer.

Quantities required:

Series 40 - 2 pints.

Series 60-80-90 - 2-1/2 pints.

The shift lever ball must be painted with No. 65 Whitmore oil when assembled in shift lever housing - Buick Specification 20081-R.

FINAL TRANSMISSION CHECK IN CAR

The final inspection of transmission should include a test for:-

Noise in neutral and all gear speeds.

Gear shifting in all gear speeds. The shifts must be free and smooth.

Synchronization from first to second, second to direct, and direct to second speeds. The transmission must shift into these speeds without clash.

First and second speed slip-out (drive and coast).

TECHNICAL TIPS

1938 BUICK Series 40, 60, 80, 90

SPECIFICATIONS

1938 Models

SERIES 40—SPECIAL

Wheelbase, 122"

Convertible Sport Phaeton, Four-Door Touring Sedan (Trunk), Two-Door Sport Sedan, Business Coupe, Convertible Coupe (Rumble Seat), Sport Coupe (Opera Seats), Four-Door Sport Sedan, Two-Door Touring Sedan (Trunk).

SERIES 60—CENTURY

Wheelbase, 126"

Four-Door Touring Sedan (Trunk), Convertible Coupe (Rumble Seat), Sport Coupe (Opera Seats), Four-Door Sport Sedan, Two-Door Touring Sedan (Trunk).

SERIES 80—ROADMASTER

Wheelbase, 133"

Four-Door Sport Phaeton, Four-Door Touring Sedan (Trunk), Four-Door Formal Sedan (Trunk), Four-Door Sport Sedan.

SERIES 90—LIMITED

Wheelbase, 140"

Eight Passenger Four-Door Touring Sedan (Trunk), Eight Passenger Limousine (Trunk), Six Passenger Four-Door Touring Sedan (Trunk).

SERIAL NUMBER, ALL SERIES: Located on top of right hand frame member by dash.

MOTOR NUMBER, ALL SERIES: Located right side of block near starting motor.

1938 Motors

SERIES 40: Bore, 3-3/32"; stroke, 4 1/8". Piston displacement, 248 cu. in. Compression ratio, 6.15:1. Compression pressure, 112 lbs. at cranking speed. H.P., 107 at 3400.

SERIES 60, 80, 90: Bore, 3-7/16"; stroke, 4-5/16". Piston displacement, 320.2 cu. in. Compression ratio, 6.35:1. Compression pressure, 113.8 lbs. at cranking speed. H.P., 141 at 3600.

New from Steele!

For 1937-38 Series 40 and 60:
Retainer, front floor mat on steering column, factory #1309217, molded with metal plate, BLACK: \$15.00/each; BROWN: \$18.00/each, plus \$3.00 shipping. LYNN H. STEELE, Dept. 37-38, Route 1, Box 71W, Denver, North Carolina, 28037, (704) 483-9343.

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NEW MEMBER

Dear Dave,

I've been considering joining the Buick Club for some time now but I wasn't sure if I would be able to give you the required amount of input to qualify for membership.

I've been disabled for over four years now and I haven't been able to work for the last year and a half, but I'll try. My brother (Richard Gumm #211) has been trying to get me in the Club for a couple of years now. Both he and I enjoy driving our old Buicks.

I presently own a 1938 41 series Special four door which is in real good, unrestored, condition. I've owned two 38 Specials in the last five years and I owned a 37 Century 61 series in nice condition about 30 years ago.

My father owned two 37's, one was a 37-68 Century Two Door Sedan and the other was a 37-41 Special Four Door. I'll never forget the first time Dad took all the family for a drive. The smooth ride going down the streets of Parkersburg, West Virginia almost made me car sick after riding the old Willys Knight. I thought at that time there wasn't a better car on the road and I'm still a firm believer in those grand old cars.

I was at the Buick Nationals held in Columbus, Ohio this last July and I met you there. Maybe I'll get a chance to see you at another.

Durward (Bud) Gumm #418

Dear Bud,

Welcome to the Club and I am sure you will contribute more than you share to the other members. I only regret that I received your application only recently that you mailed in August. You sent it to the Old Club Address on Wabash that by the way...Several members that should know better, are still doing..So please everyone...Mail all letters to the Address shown on this Newsletter ...3825 South Second Street, Springfield, Ill. 62703.

NEW MEMBERS

WELCOME THE FOLLOWING NEW MEMBERS.....

Maurice Renie #413
5911 Cadillac Drive
Speedway City, IND. 46224
37-47 (3)
317-244-4978
83-B

Harold Betka #414
14440 Jody Lane
Wadsworth, Illinois 60083
38-41 (5)
312-244-7151 (H)
312-937-5246 (O)
83-F/C

Gary McFarland #415
8200 Lichen Dr.
Citrus Heights, CA 95610
37-46S (5)
916-722-8066
83-B

E.J. Ladd #416
15 Shanahan Ct.
Hamilton 3300
Victoria, Australia
F/C Air Mail

Buick Plastic Reproductions #417
10534 Nassau Ave.
Sunland, CA 91040
213-353-4303 (Frank)
83-B

Durward (Bud) Gumm #418
Rt. #15, Box 502
Gray, TN 37615
38-41 (8)
615-477-8673
83-B

Bryant Smith #419
16867 Stoneglass
Tustin, CA 92680
37-46 (8)
714-836-1631 (H)
714-557-6801 (O)
83-B

Bert Boyd #420
16 Woodland Place
Fort Smith, ARK. 72904
38-41 & 91 (8)
501-782-5226
83-B



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